

DUXBURY CLIPPER June 14, 1963

Edwin Noyes

wood, as it affords a much more durable target for sportsmen. In February, 1873, we find the first records of a railroad coming to Duxbury. This was the Duxbury and Cohasset Railroad, estimated to cost \$330,000, apportioned as follows: Duxbury, Marshfield and Scituate \$75,000 each; The South Shore Railroad Co., \$125,000 plus a loan of \$40,000 from the Old Colony Railroad. Duxbury subscribed to 750 shares at \$100 each and paid for them with \$15,000 borrowed from the Provident Savings Bank, an equal amount from the Seaman's Saving Bank, and \$45,000 from the Commonwealth of Massachusetts. It is payable semiannually. Subsequent reports

spent to extend the line to Kingston where it joined the Old Colony. From then on it apparently operated at a loss each and every year. The bonds were ultimately paid off and the stock held by the town became valueless. One member of an interested committee argued that the railroad brought new industry and home owners to the area and by so doing the increase in taxable property was enough to offset the cost of the railroad. During the time I served as Town Collector I once received a real estate tax bill together with some shares of Old Colony stock with a note asking to have the stock credited toward payment of the bill. I kept the stock and endorsed the tax bill "additional amount now due on account of actual value Old Colony stock received and credited, fifty dollars;" then added fifty more dollars to the amount due on the original bill. The taxpayer, a friend of long standing, seemed quite pleased with my action.

The trains were very much worthwhile. A trip to Plymouth on the 8:30 meant staying in Plymouth until the mail train left about five. We carried our lunches and ate them on the green in front of the courthouse. The rest of the time was spent seeing all the sights unless we were with our mothers to get new shoes or clothing. Many a time I walked to the station to see the trains come in from Boston. Especially the parlor car and diner with colored porters which brought rich people for the Myles Standish Hotel during the summer. When the line was first discontinued I felt it would be a help to the towns by inviting many able to afford much higher taxes. This was something I had observed several times in New York State, where short branch lines were discontinued, assessed valuation would more than double in a few years. It has been true in Duxbury to some extent, but I sometimes wish I could visit the big city more often without having to depend on my own car to get there.

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In 1873, we find the first records of a railroad coming to Duxbury. This was the Duxbury and Cohasset Railroad, estimated to cost \$390,000, apportioned as follows: Duxbury, Marshfield and Scituate \$75,000 each; the South Shore Railroad Co., \$125,000, plus a loan of \$40,000 from Old Colony Railroad. Duxbury subscribed to 750 shares at \$100 each and paid for them with \$15,000 borrowed from the Provident Savings Bank, an equal amount from the Scaman's Savings Bank and \$45,000 from the Commonwealth of Massachusetts, all at 7% payable semiannually. Subsequent reports do not seem favorable.

The first report covering 15-1/2 months indicated a profit of \$4.62 per day, net. Though this did not include the interest charges on capital investment of about \$75 per day. In 1875 an additional \$64,000 was spent to extend the line to Kingston, where it joined the Old Colony. From then on it apparently operated at a loss every year. The bonds were ultimately paid off and the stock held by the town became valueless. One member of an interested committee argued that the railroad brought new industry and home owners to the area and by so doing the increase in taxable property was enough to offset the cost. During the time I served as town collector I once received a real estate tax bill together with some shares of Old Colony stock with a note asking to have the stock credited toward payment of the bill. I kept the stock and endorsed the tax bill "additional amount now due on account of actual value Old Colony stock received and credited, \$50," then added 50 more dollars to the amount due on the original bill. The taxpayer, a friend of long standing, was pleased.

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